


Memorandum

MIAMI-DADE
COUNTY

Date: February 5, 2008

To: Honorable Chairman Bruno A. Barreiro
and Members, Board of County Commissioners

From: George M. Burgess
County Manager 

Subject: General Aviation Airports Development Status

Agenda Item No.
12(B)4

This memorandum responds to a request by Commissioner Carlos Gimenez for a report outlining the activities occurring at all general aviation airports from a master planning standpoint. The Miami-Dade County General Aviation Airports do not have approved master plans; rather, each airport has a Federal Aviation Administration (FAA) approved Airport Layout Plan (ALP) with associated land-use plans, attached here for reference.

Kendall - Tamiami Executive Airport (TMB)

Kendall-Tamiami Executive Airport (TMB) is just 15 minutes from the business centers of south Miami-Dade. The Airport's proximity to the Florida Keys, Everglades and Biscayne National Parks makes it perfect for eco-tourism. The airport serves primarily business, recreational and private flights. As a reliever to Miami International Airport, Kendall-Tamiami also features no landing fees and quick, easy access. Full Fixed Base Operator (FBO) services are available, including fueling, aircraft charter and catering. Other services include avionics, airframe and powerplant repairs. U.S. Customs & Border Protection provides international arrival services. Also, Kendall-Tamiami is home to Miami's Automated International Flight Service Station.

The airport is well-equipped to meet a diverse mix of general aviation needs, including corporate and business-use traffic, fixed-wing and helicopter flight training, governmental support and recreational/sport aviation. Airport-dedicated Navigational Aids (NAVAIDS) provide Instrument Flight Rules (IFR) capability and excellent pilot training opportunities with full Instrument Landing Systems (ILS) and Area Navigation/Global Positioning System (RNAV/GPS) approaches. The airport is also home to the Wings over Miami Aviation Museum, their flying events, the annual Sunrise Community Balloon Race and the Miami-Dade College Aviation Program.

Current Development Status

There are six private development projects that have been approved by the Board of County Commissioners. The projects combined total approximately 46.05 acres of common storage "corporate" type hangars, offices, fixed base operation and fuel farm.

A. Falcontrust Air LLC

In January 2007, the County entered into a 35-year development lease agreement with Falcontrust Air LLC for 18.04 acres with a minimum investment of \$6,314,000 for

construction of hangars and office buildings on lots 37, 43, 44, 45, and G located on the south side of the airport. This project is currently underway.

B. Tamiami Air Inc.

In January 2007, the County entered into a 25-year development lease agreement with Tamiami Air Inc. for 2.57 acres with a minimum investment of \$1,349,250 for the construction of a corporate aircraft hangar on lot 36, located on the south side of the airport. The project is in the permitting process.

C. LaCross Aviation Group LLC

In February 2007, the County entered into a 25-year development lease agreement with LaCross Aviation Group LLC for 12.86 acres on the north side of the airport with an investment of \$3,215,000 for construction of a fixed base operation. The project is currently in the permitting process.

D. Advance Real Estate Holdings LLC

In February 2007, the County entered into a 25-year development lease agreement with Advance Real Estate Holdings LLC for 5.15 acres with an investment of \$1,287,500 for the construction of aircraft storage hangars and a fuel farm on the north side of the airport. This project is currently in the permitting process.

E. Regional Properties Inc.

In November 2007, the County entered into a 25-year development lease agreement with Regional Properties Inc. for 3.9 acres on the northeast side of the airport with a minimum investment of \$975,000 for construction of an aircraft storage hangar and ramp facilities.

F. Skykar Aviation Inc.

In November 2007, the County entered into a 25-year development lease agreement with Skykar Aviation Inc. for 3.53 acres with a minimum investment of \$882,500 for construction of a hangar, ramp, and taxi lane on the southeast area of the airport.

G. Request For Proposal

In June 2007, the Board approved the advertisement of Request for Proposal (RFP) for Public Private Investor Projects for three parcels of undeveloped land. Two parcels cover 28 acres at the entrance of the airport and the other parcel consists of 83.21 acres on the west side of the airport. The parcels on the east side of the airport received two proposals for development, but the large parcel on the western end of the field did not receive any proposals.

H. Lengthening of Runway 9R/27L

Recent planning studies for TMB have assessed the need for, and confirmed the feasibility of, lengthening Runway 9R/27L to serve existing corporate aircraft operators at the airport. Except for funding and physical construction (i.e. design, building, operation) all other issues have been approved for the proposed 2,348-foot extension of runway 9R/27L. At only 5,002 feet of existing runway, the range for corporate jets is limited. The extension of the runway will provide for a total length of 7,350 feet.

Homestead General Aviation (X51)

Situated approximately three miles northwest of the City of Homestead, Homestead General Aviation Airport offers quick and easy access with no landing fees. The airport is adjacent to Everglades National Park and is only 25 minutes from Biscayne National Park's coral reefs.

Homestead General Aviation Airport is the closest airport to the Homestead/Miami Speedway with NASCAR, BUSH, IRL and IROC Championship Racing just minutes away. The airport is located in the agricultural community -- minutes west of the business areas of South Dade and the City of Homestead. Additionally, the airport provides a convenient link to all of the Florida Keys and is a short 30-minute drive from Key Largo and the Ocean Reef Club, famous for their world-class sport fishing and incredible coral reefs.

Providing self-service Jet-A and 100LL fuel, Homestead General is the last refueling stop before the Florida Keys and points south. With its two paved and lighted runways, one Ultralight turf runway, Aerobatic box and Skydive drop zone, the airport serves all aspects of the general aviation community from business aircraft to skydiving and gliding.

Current Development Status:

Because of its location in an agriculture area of Miami-Dade County, this airport's development potential is limited to low-impact activities with minimal infrastructure requirements.

- In November 2007, the County entered into a 25-year lease agreement for new fixed base operator services with BFFE Inc. The site consists of approximately 7.39 acres and has existing facilities consisting of two buildings with offices and hangars with annual rent revenue to the County for land and existing facilities of \$69,232.40. The new Lessee is required to make a minimum investment of \$80,000 in a fuel farm facility to serve its operation on the west side of the airport.

Opa-locka Executive Airport (OPF)

Opa-locka Executive Airport (OPF) is located only 10 minutes from Pro Player Stadium (home of the Miami Dolphins and the Florida Marlins), 35 minutes from downtown Miami, 30 minutes from Miami Beach and only 20 minutes from Miami International Airport. Designated as a reliever to Miami International Airport, Opa-locka Executive Airport features no landing fees and quick and easy access. The airport offers full FBO service, a wide range of aircraft repair and maintenance services, including airframe, powerplant and avionics repair, and U.S. Customs Service on the airfield. The airport is also home to the busiest U.S. Coast Guard Air/Sea Rescue Station.

OPF supports the business aviation community, light cargo traffic to the Caribbean and large aircraft maintenance facilities. OPF has one of the longest general aviation runways in the country at 8,002 feet. Runway 9L/27R can handle virtually all types of aircraft. Three instrument landing approaches permit operations in both Visual Flight Rules (VFR) and IFR conditions.

Current Development Status:

In the past several years, MDAD has experienced a resurgence of interest in ground leases for redevelopment and construction of new facilities for fixed base operations and aircraft storage hangars. MDAD believes that this trend will continue as small jet manufacturers are beginning to produce more affordable corporate and business jet airplanes in the \$1 million to \$2 million-price range. Currently there are more than 500 acres leased for third-party development in the airport. MDAD has entered into three major long-term third-party development leases for mixed-use developments of both aviation and non-aviation uses at OPF. These are separate and distinct developers constructing varying non-aeronautical developments.

A. J.P. Aviation Investments

In March 1998, the County entered into a 35-year development lease agreement with J.P. Aviation Investments (JPAI). JPAI leases approximately 40 acres of aviation land, and is actively constructing aviation facilities at OPF, including a five-bay, 31,500-square-foot corporate hangar. JPAI is located in the central airfield area of the airport and accessed via the existing airport roadways. This development is entirely allocated aviation uses and is considered the most desirable location, abutting and north of the preferred-use diagonal Runway 12-30, deemed the noise abatement runway for OPF.

B. AA Acquisitions, LLC

In July 1999, the County entered into a 50-year development lease agreement with Stagecoach Aviation OPF LLC, which subsequently changed its name to Opa-locka Aviation Group (OAG) for the development of an approximately 240-acre tract. In 2006, AA Acquisitions LLC (AA) purchased the development lease agreement that was held by OAG. The lease requires the developer to fast-track construction, commencing within three years of the lease commencement dates, and to begin rent payment within the first 18 months of the lease commencement date. This new 55-year development lease agreement has received a favorable disposition from the FAA and requires AA to invest \$162.9 million over the next 15 years. AA plans to provide 1,782 parking spaces for industrial, retail, and warehouse uses and aeronautical use consisting of approximately 1,420,281 square feet of aircraft storage hangars.

AA is comprised of two parcels: one on the northeast corner of the Airport and the other located south of the Airport airfield. The parcel on the northeast corner of the Airport is accessed via the existing airport roadways. This development is primarily an aeronautical-use and aeronautical-related project. Non-aeronautical uses have been relegated to areas that are practically inaccessible to the airfield -- east of NW 42nd Avenue and north of Curtiss/Langley Road -- and limited to the extent necessary to make the aeronautical use

financially feasible given the extent of their investment in new infrastructure. The second parcel on the south side of the airport is entirely cut off from the airfield and is accessed via a new driveway from NW 135th Street / SR 916.

C. AVE, LLC

In July 1999, the County entered into a 55-year development lease agreement with Renaissance Airpark Corporation (Renaissance), for aviation and aviation support development of approximately 180 acres of unimproved land at OPF. Renaissance had the option to renew the lease for two additional 15-year periods. In addition, Renaissance was required to develop the property in stages and pay land rents upon the date a certificate of occupancy was issued for each improvement on a site, plus a percentage of gross rentals beginning in the 51st year from the date of any such certificate of occupancy. In 2006, AVE, LLC (AVE), purchased the leasehold from Renaissance and entered into a 55-year lease agreement for development of the 180-acre tract that requires AVE to begin construction within three years of the lease commencement date and invest \$187 million over the next 10 years. Total development is comprised of only one-third aeronautical use. Ave plans to construct 1.4 million square feet of industrial use, 0.25 million square feet of retail use, 250,000 square feet of aircraft storage hangars, and 600,000 square feet of aeronautical-related office facilities or aeronautical-related warehouse.

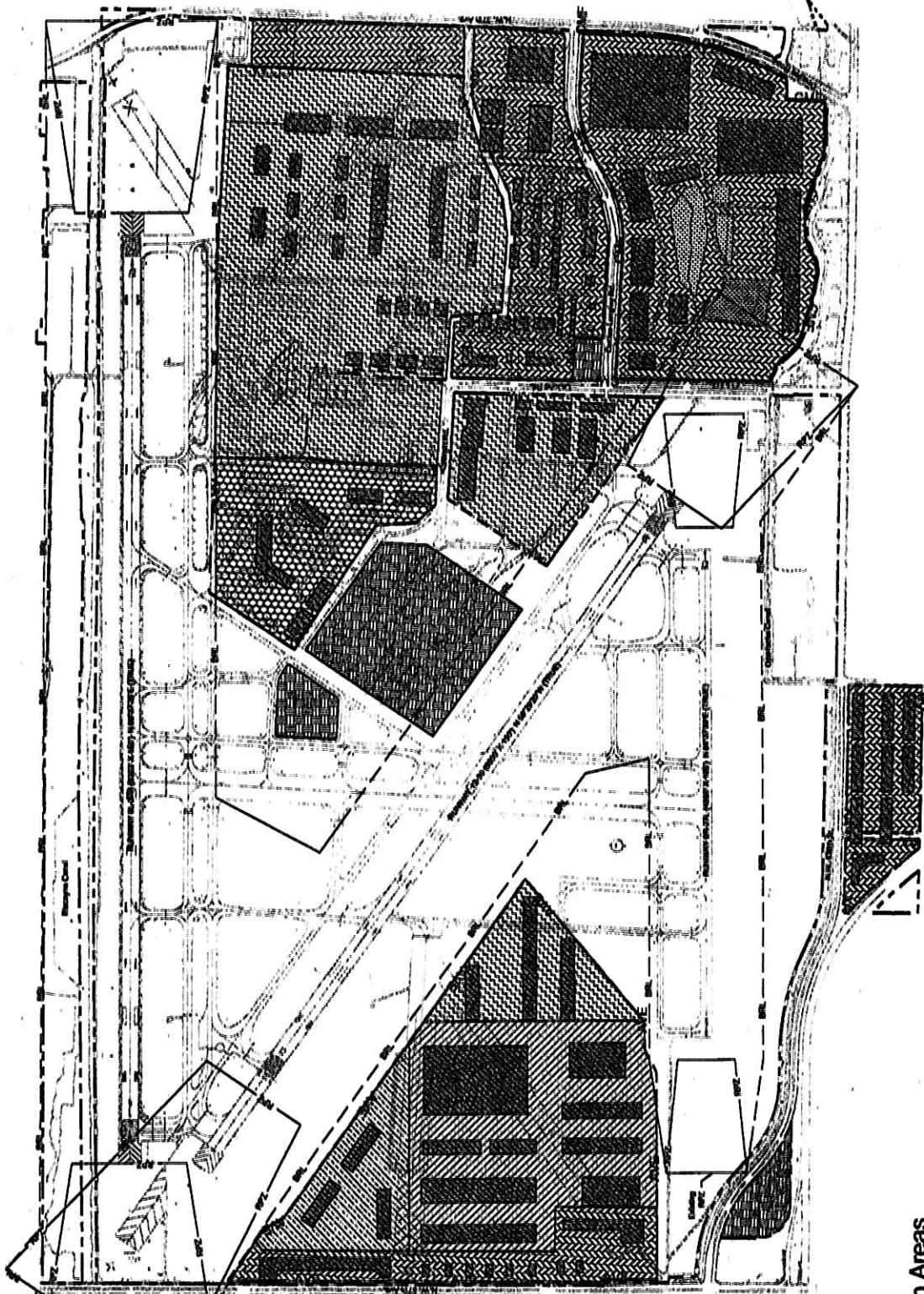
AVE is located on the west side of the Airport accessed via a new driveway from NW 57th Avenue/Red Road/SR 823. This development has all its non-aeronautical-related mixed-use development relegated to areas along NW 57th Avenue (Red Road) on parcels that are not easily able to support aeronautical uses due to accessibility and compatibility constraints.

D. Carrie Meek Foundation

In July 1986, the County entered into a development lease agreement with the Opa-locka Community Development Corporation (CDC) for the development of an airport industrial park on 121 acres of land at OPF. The CDC did not initiate any development within the period of the agreement, and the agreement lapsed by virtue of the passage of time. In May 1997, the County revised the terms and conditions of the development lease agreement for 40 years. For the next 10 years, no development occurred. Earlier this year, the BCC opted to default CDC on the development lease agreement. Subsequently, the BCC directed MDAD to negotiate a development lease agreement with the Carrie Meek Foundation (CMF). MDAD is currently weighing the proposed development as an option for the use of this land, which is located in the southeast corner of the Airport directly south of AA. It is accessed via the existing airport roadways NW 42nd Avenue and Curtiss/Langley Roads, which entirely segregate the parcel from the airfield.



Assistant County Manager



LEGEND:

- Airport Property Line
- Avionics/
Aircraft Maintenance/
Aircraft Parts
- Business
Support Activities
- Commercial/
Industrial
- General Aviation/
Corporate Aviation
- Government (FAA,
US Customs, MDAD,
Police, Fire)
- Other Uses/
Flexible
- Archaeological/
Historical Preservation Areas



MAGNETIC NORTH
DECLINATION
ANNUAL RATE OF
CHANGE = 4.1 W
(JULY 24, 2006)

TRUE
NORTH

OPA-LOCKA EXECUTIVE AIRPORT
PROPOSED AIRPORT DEVELOPMENT LAND USE PLAN

November 2007

LEGEND:

== Existing Airfield Pavement

== Future Runway/Taxiway Pavement

--- Airport Property Line

Existing GA/
FBO Facilities

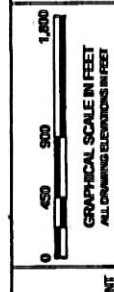
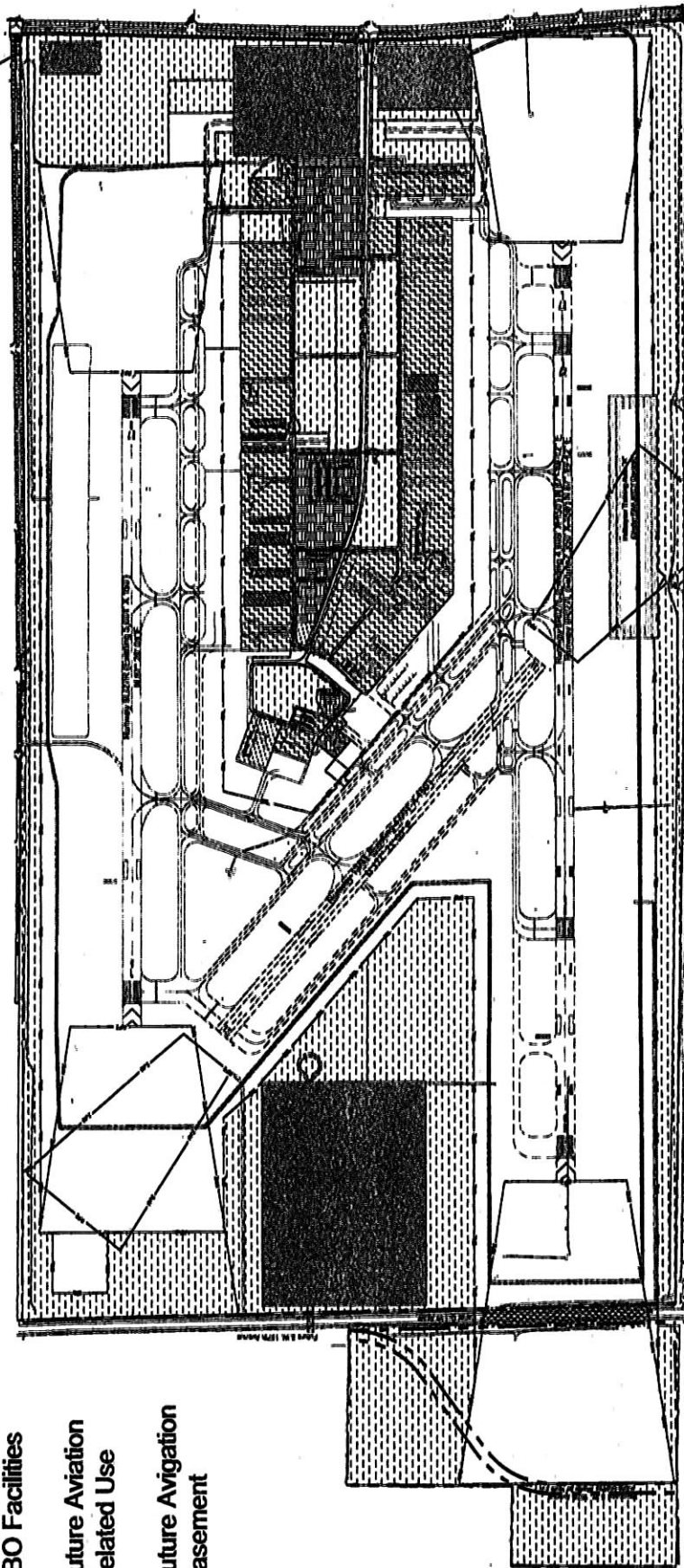
Future Aviation
Related Use

Future Aviation
Easement

Aviation Museum/
Educational/Memorial

Government (FAA, U.S. Customs,
MDAD, Police, Fire)

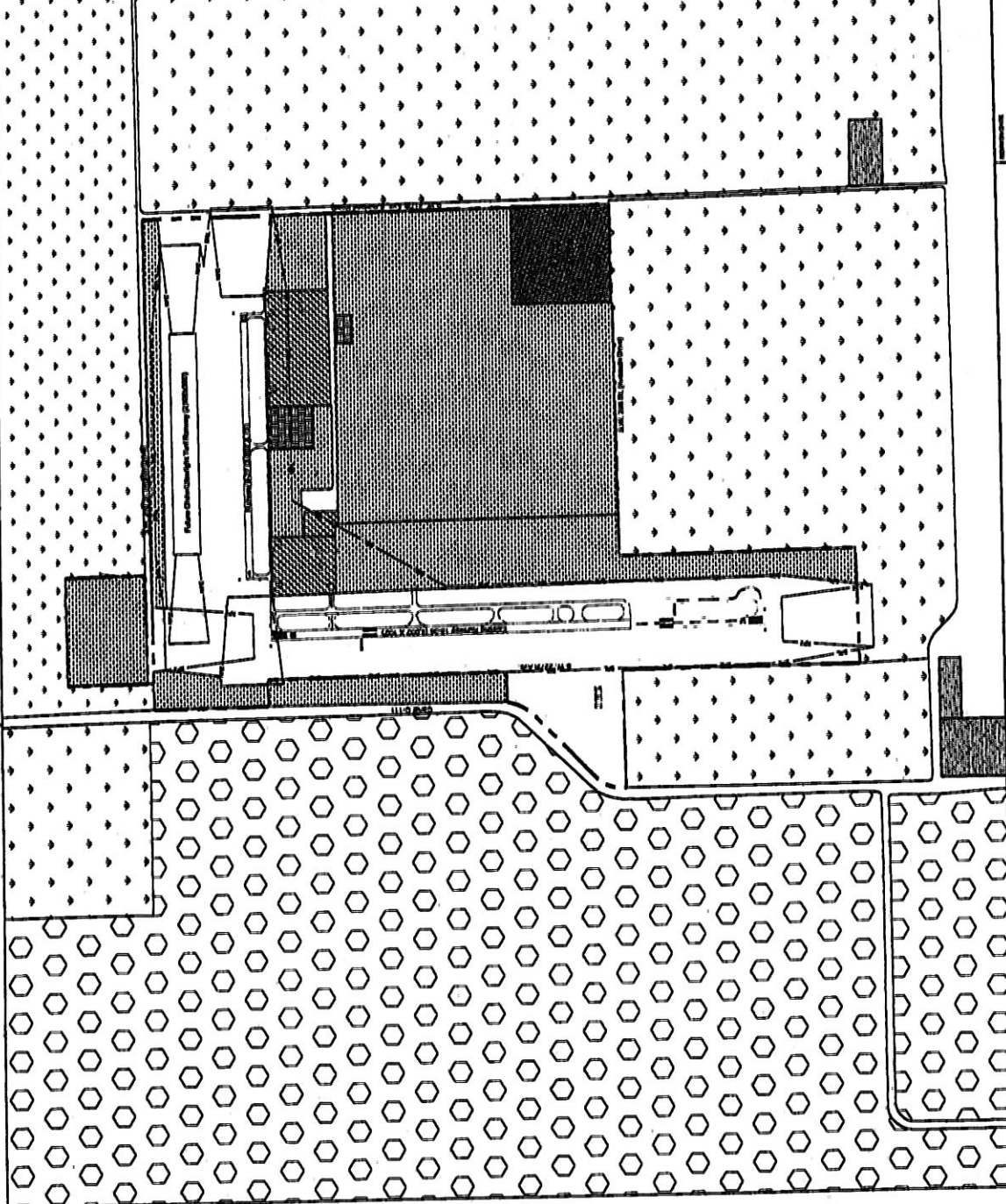
Public Private Investment Partnership



MAGNETIC NORTH
DECLINATION = 4.25° W
(JANUARY 5, 2005)

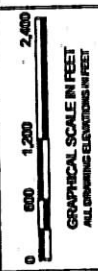
KENDALL-TAMIAMI EXECUTIVE AIRPORT
PROPOSED AIRPORT DEVELOPMENT LAND USE PLAN

November 2007



LEGEND:

- Existing Airfield Pavement
- Future Runway/Taxiway Pavement
- Property Line
- Existing and Proposed GA/FBO Facilities
- Government (MDAD)
- Future Aviation Related Use
- Drop Zone
- Agriculture Area
- Everglades National Park
- Low Density Residential Area



MAGNETIC NORTH
DECLINATION = 5.25° W
ANNUAL RATE OF
CHANGE = 4° W
(JANUARY 5, 2005)

TRUE
NORTH